

**THE WEATHER**  
Forecast for Portsmouth  
and vicinity—Fair Monday;  
generally fair Tuesday;  
light variable winds.

# THE PORTSMOUTH HERALD

**SUN AND TIDE**  
Sun Rises..... 4.08  
Sun Sets..... 7.26  
High Tide, 2.16 a.m., 2.49 p.m.  
Moon Rises..... 10.43 p.m.

VOL. XXVIII, NO. 529. PORTSMOUTH, N. H., MONDAY, JUNE 23, 1913. Portsmouth Daily Republican Merged with THE HERALD, July 1, 1902. PRICE, TWO CENTS.

## NIAGARA RAPIDS CLAIMS TWO MORE VICTIMS

**Hundreds Make Vain Effort  
to Save Boys From  
Their Fate.**

Niagara Falls, N. Y., June 22.—Donald Roscoe, 10 years old and Hubert Moore, 9, both of Buffalo, went to their death in a small boat late this afternoon, in the whirlpool rapids while hundreds of men watched helplessly from the shore. The boys had been playing in a flat-bottomed scow near the lower station of the hydraulic Power Co., half a mile above the rapids. A rope holding the boat broke and they were carried out into the stream and down the river.

Up to the time the boat reached midstream it made little progress, after it passed the bridges, the current carried it swiftly toward the rapids. Hundreds swarmed to the river banks in a vain effort to save the boys. The boys realizing their fate, stood up as the boat neared the edge of the roaring whirlpool and shook hands goodby. A second later they were engulfed by the crest of a great wave in the rapids. Neither body has been found.

### IT WAS A MESS.

**Deer Street Looked Like a  
Dump on Sunday.**

With paper, rags, sticks and plenty of other rubbish lying around, Deer street between High and Market streets was a sight for the eye of a pedestrian on Sunday. With the dilapidated sidewalks and zigzag curbs of this highway, it cannot help being an imposing sight for passers-by passing to and from the Isles of Shoals steamboat landing during the summer months. As this is generally the only street which they see while in Portsmouth they must have a queer idea of the old town that was for many years noted for its health and cleanliness.

## CURRENCY LEGISLATION

**President Will Read Message in Per-  
son to Congress--New Plan In-  
volves no Surrender of  
People's Rights**

Washington, June 22.—The President will go to congress again tomorrow to deliver the second message of his administration. As when President Wilson submitted his ideas on tariff reform congress will meet in joint session in the chamber of the house to hear his message on currency legislation.

For the second time in more than a hundred years upon such an occasion the senate will march in a body to the house chamber at 12.30 o'clock in the afternoon. The front rows will be reserved for the senators, members of the house crowding into the rear seats. President Wilson will arrive at 1 o'clock and, being presented by Speaker Clark, will deliver his message urging currency legislation before the close of the special session.

On the eve of this extraordinary occasion Secretary Bryan tonight issued a statement on the currency bill prepared by Chairman Glass and Owen of the congressional banking and currency committee, Secretary of the Treasury McAdoo and the President. Secretary Bryan gave his "unreserved" endorsement to the proposed measure and removed all doubt as to his position with reference to currency reform, the ideas of President Wilson and the necessity for immediate action.

"I am glad to endorse most earnestly and unreservedly the currency bill which had been prepared by the chairman of the two congressional committees in conjunction with the President and Secretary McAdoo," said the secretary. "It is a much better bill than I supposed it possible to secure at this time. Conflicting opinions, honestly entertained and strongly adhered to, have been reconciled with a success hardly to be expected. I have doubted until recently the wisdom of attempting currency legislation at this session, but my doubts were largely due to the fact that I feared the difficulties in the way would prevent an agreement upon a plan."

"The plan which the President now urges confers great advantages upon the banks, while it preserves to the people, acting through the government, all that is essential for the protection of the public. The notes are to be treasury notes, issued by the government and loaned to the regional reserve banks. This is in harmony with the democratic contention: There is no surrender of the government's right to issue money. The board of control is appointed by the President. Thus the people, acting through the government, are in entire control. This is necessary for the protection of the public interests and ought not to be objectionable to the banks. The duties of this central control board are so important that they could not, with justice to the public, be committed to men representing private interests."

Despite the opinions of many house and senate members against the wisdom of enacting currency legislation at this session, administration leaders tonight said they were at a loss to understand, in view of the urgency with which President Wilson will

Continued on Page Four.

## MEDAL OF HONOR MAN HAS FOUGHT HIS LAST FIGHT

**John Sullivan Was in Peril  
During Blockade of Wil-  
mington Harbors.**

John Sullivan passed away at his home on Thornton street this Monday morning after a lingering illness. He was born in New York on St. Patrick's Day, March 17, 1840, the son of John and Mary Sullivan. When a mere boy a longing for the sea possessed him and prior to the Civil war he made two voyages to China in the clipper ships Dreadnaught and Jane Wakelied.

In August, 1861, he enlisted in the navy and was assigned to the U. S. S. Minnesota. He was aboard that ship during the Runoko island expedition that co-operated with General Burnside. After completing her work at Hatteras inlet the Minnesota proceeded to Hampton Roads and was there in company with the U. S. frigates Cumberland and Congress when the rebel ram Merrimack swooped down on the union fleet on the morning of Saturday, March 8, 1862.

He later volunteered for service on the gunboat Monticello, commanded by Capt. Cushing, assigned to blockade work off Wilmington, N. C. While engaged in this work Capt. Cushing took the cutter of which Sullivan was coxswain and with fourteen men went up the river as far as Smithfield, N. C. The expedition was one of constant danger, as the rebels were aware of their presence and the party had several narrow escapes from capture. For the part Mr. Sullivan took in this expedition he was awarded a medal of honor.

After the war he came to this city, but remained ashore only a short time. He made two cruises to Europe, one in the Colorado and the other in the U. S. S. Minnesota. In all he saw up-wards of 29 years of service in the navy. For the past eighteen years he has been employed at the navy yard as yard janitor.

On Jan. 16, 1886, he married Miss Susan P. Gray, who survives him, together with four daughters, Mrs. Joseph Fernald, Mrs. Justin Bilton, Mrs. John B. Renner of this city, and Mrs. C. H. Clark of Brooklyn, N. Y.

Mr. Sullivan was a member of the Medal of Honor Legion of the United States.

## KNIGHTS TEMPLAR.

**Visitors from Bath Enter-  
tained by Local Com-  
mandery.**

Dunlap Commandery, Knights Templar, of Bath accompanied by the Brigade Band of Lewiston, Me., arrived here today, on a special train over the Main Central and Boston & Maine railroads. They were met by the De Witt Clinton Commandery of this city at the station, and after a short march were entertained at lunch by the local fraternity. This afternoon the visitors from the Pine Tree state went to the Hotel Wentworth to enjoy a banquet and pass the night. On Tuesday they will continue on to Lowell, Mass., where they will be the guests of the Commandery of that city. The visiting Knights made a handsome appearance on the march and the band that headed them certainly had everything in good music.

## LOST THEIR WAY.

**Italian Boys Have Hard Time  
Getting Home.**

Two Italian boys 16 and 17 years of age were found wandering around Stratham early Sunday morning. The boys who belong in this city have only been in the country a few weeks and could talk no English. On Saturday night they attended the moving pictures and took the 10.05 car for their home. Instead of getting off at the farm where they live, they continued on to Greenland and walked from there to Stratham, and the longer they walked the more they cried. Nobody could do anything for them until a man who could talk their language came along at daylight on a motorcycle. He notified their relatives who went out and picked them up on the road headed for home.

## GUN CLUB TO SHOOT.

The Portsmouth Gun Club are to do some shooting on Lafayette road and Ragsdale creek tomorrow afternoon from 5.30 to 7.00. A special prize will be the drawing card for fancy marksmen.

## FIFTY INJURED IN ACCIDENT

**Train Filled With Excursionists and  
Running Forty Miles an Hour  
Leaves the Rails at  
Sterling, Pa.**

Rochester, N. Y., June 22.—Fifty persons were injured, some seriously, when a Pennsylvania railroad excursion train was derailed a short distance north of Sterling station today.

The train was well filled with excursionists bound for Olean, Rock City and Bradford, Pa. Three of the five coaches left the tracks rolling down an embankment.

The train was running at about 40 miles an hour and had begun to slow down for the stop at Sterling. As it rounded the curve the smoking car left the rails followed by all but two of the rear coaches.

Those passengers who were the least injured or who escaped injury carried the most seriously hurt through the doors and windows of the overturned coaches to a temporary hospital in a field near by. The groans and cries of the injured could be heard throughout the village.

It was said that Dist. Atty. Frank K. Cook of Livingston county was refused permission to examine the wreck when he arrived about noon. The railroad officials had thrown a curtain of employees about the scene. Mr. Cook could not get within twenty feet of the nearest car.

Mr. Cook said he had every reason to believe that the wreck was directly responsible for the wreck. The track construction was faulty, he believed.

## ENJOYED THEMSELVES.

**Annual Picnic of Little Bow-  
ery Association a Grand  
Success.**

The tenth annual picnic of the Little Bowery Association was held at Newell's Grove, Newington, on Sunday and was attended by between 125 and 150 persons, who made the trip in the picnic grounds in automobiles, busses and other conveyances. Ex-Alderman Eben H. Blaisdell, the father of the club, had left nothing undone for the comfort and enjoyment of the guests and on their arrival they were regaled with plenty in the eating line. During the entire day both fish and clam chowder was served, also steamed clams, sandwiches, doughnuts, crackers and cheese and coffee. The culinary department was ably presided over by Arthur Blaisdell, Henry Lattime and John Thompson. During the day Mayor Daniel W. Badger visited the grove and made a few remarks. Weather conditions were such as to make the day an ideal one for an outing and all present were unanimous in their opinion that the tenth annual of the Little Bowery Association was the best yet. Today, Mr. Blaisdell has been warmly congratulated over the success of the outing.

## SAILORS BANQUET.

**Paducah Boys Have Merry  
Time at the Kearsarge.**

The U. S. S. Paducah had hardly arrived in port when a delegation from the vessel, known as the "Social and Educational Club," were at the festive board at the Kearsarge hotel. They met Landlord Newton at 8 o'clock on Saturday night, and thirty or more of the crew turned over the plates to do justice to the following excellent menu: Tomato soup, sliced onions, radishes, olives, roast native chicken, baked halibut, giblet gravy, sirloin of beef, brown gravy, mashed potatoes, early June peas, old fashioned strawberry shortcake, assorted cake, fancy crackers, American cheese, ice cream, coffee.

Lieut. R. P. Barnard acted as toastmaster on the occasion and was the right man in the right place. He added much pleasure to the affair in the capable manner in which he presided. The orators of the gunboat's crew were not overlooked and everybody who had anything to say was heard during the evening. The ship's quartet, composed of Messrs. McAniff, Todd, Hewitt and Cooper, were right on deck with the latest vocal gems and produced some great harmony.

The committee that made the quick arrangements for the spread and good time were: Bonawille's Mate Todd, Chief Yeoman Walsh, Electrician Shores and Chief Quartermaster Jergerson.

## LYTLE THREATENED HIM.

**Argument on Street Ends in  
His Arrest.**

Morris Port, who conducts a ladies dress store on the corner of Ladd and Market streets, says Henry Lytle threatened him with bodily harm on

## UNITARIAN CONVENTION AT ISLES OF SHOALS

**Session Will Commence July  
6 and Last Until  
July 20.**

The Isles of Shoals Unitarian meetings will begin on Sunday, July 6, and close July 20. The first week will be devoted to what are known as the "meetings," and the second to the Sunday School institute.

During the first week there will be sermons and addresses by Rev. Charles E. Park and Rev. Sydney Snow of Boston, Rev. Haffey Perkins of Brighton, Rev. Samuel R. Maxwell of Greenfield, Rev. Daniel R. Freeman of Braintree, Rev. Mr. Wing of Concord, N. H.; Rev. E. M. Slucombe of Worcester, Rev. Alfred J. Hussey of Baltimore, Rev. Dr. Joseph H. Crooker of Roslindale and other Unitarian preachers.

On Sunday, July 13, there will be a communion service at the old church on Star Island, conducted by Rev. William L. Lawrence, morning worship with sermon by Mr. Hussey, and evening worship with sermon by Rev. Dr. Crooker.

During the second week there will be two morning courses of lectures: One by Prof. Clayton B. Bowen of the Mendville, Penn., Theological school, on "The Gospels in Present Day Discussion," the other will be by Prof. Margaret C. Cross of Sophie Newcomb College, on the "Teaching Process," with illustrations of actual lessons.

On Tuesday, Wednesday and Thursday evenings, Dr. Franklin B. Dyer, superintendent of Boston public schools, will give lectures on "The Teacher's Art." There will be outdoor Sunday school conferences every afternoon, led by Mrs. Lawrence and Rev. Florence Buck.

## BREAKS INTO HOUSE.

**Home of Rufus Wood Entered  
on Sunday Afternoon.**

The police are today looking for a colored man by the name of Williams, who has been employed as a driver for Rufus Wood. The home of Wood at 122 Parrot avenue, was entered on Sunday afternoon by forcing open the back door. Some jewelry and other articles were stolen from the chambers. Williams is charged with being connected with the job. The robbery was not discovered until 6 o'clock. Williams was seen on one of the electric cars at Hampton Beach during the afternoon.

## PYTHIAN MEMORIAL.

**Union Lodge and Freedom  
Temple of North Hampton  
Have Joint Observance.**

Union Lodge, Knights of Pythias, and Freedom Temple, Pythian Sisters, of North Hampton, on Sunday observed Pythian memorial Sunday by attending service at the Congregational church. The address was by Rev. C. E. Clough of the Methodist church of Hampton, a member of Pilot Lodge of Lancaster, N. H. Following the service a committee visited the cemetery and decorated graves of members.

## ELECTRIC RAILROAD

**Makes Changes on Saturday;  
Hourly Service to Green-  
land.**

The summer time table of the Portsmouth Electric Railway will go into effect on Saturday next. The city and line runs are the same as last year. On the Greenland line hourly service will be on beginning at 12 o'clock noon on Wednesday and Saturday the 11.05 p. m. car from Market Square will run through to Greenland.

All back orders for both Hissop's stables, call telephone 3. he if.

Call. Write or Phone. Always at Your Service.

# Geo. B. French Co.

THE STORE OF QUALITY

All Parcel Post Packages Prepaid. Tel. 168. All Depts.



Women who do embroidery work will find a great collection of Stamped Goods in our Art Goods Section. Here are a few of the many things to be found: Children's Hats and Bonnets stamped on P. K., all made ready for embroidery, at 50c each. Ladies' Gowns stamped on Nainsook, special sale price 50c. H. S. Damask Luncheon and Carving Cloths from 33 inches square to 72 inches square, prices from \$2.12 to \$5.75. Full line of Columbia Yarns and all materials for summer needlework.

Sweet Grass Baskets, entirely new, from 45c to \$1.75 each. Fur, Italian Pillows 50c each. New Patterns in Fancy Hucks for Towels, Scarfs, etc., ranging from 50c and upwards. Special Luncheon Sets, best edge scallops, for cottage and hotel use, at low prices. Special 18 inch Val Plouncings for the new Allover Lane Hosiery 45c yard.

Redfern Corsets—A name that stands for style in Corsets. No better model abroad or at home. It has all the attributes of Corset goodness. An extraordinary Corset at the price of an ordinary—\$3.50 to \$6.00.

The modern mermaid knows that critical eyes are upon her as she rises from the foam. Her Bathing Suit must be just as perfect in line and cut as her ball gown and is just as dependent for ease and grace on the Corset beneath it. A Warner's naturally—\$1.00 to \$3.00 per pair.



### BATHING SUITS SHOES AND CAPS FOR THE WHOLE FAMILY

Ladies' in Black and Navy, a variety of styles, sizes 34 to 44, prices \$1.98 to \$7.50.

Children's, Navy Blue only, \$1.98 and \$2.98, sizes 6, 8, 10, 12.

Men's Suits from \$1.00 to \$2.25.

Boys' Suits at \$1.40.

Shoes at 25c and 50c in all sizes.

**Biggest and best  
line of Bathing Cape  
this side of Boston.**

# SPECIAL PRICES

— ON —

## Hamburg Flouncings Insertions and Edgings

— DURING OUR —

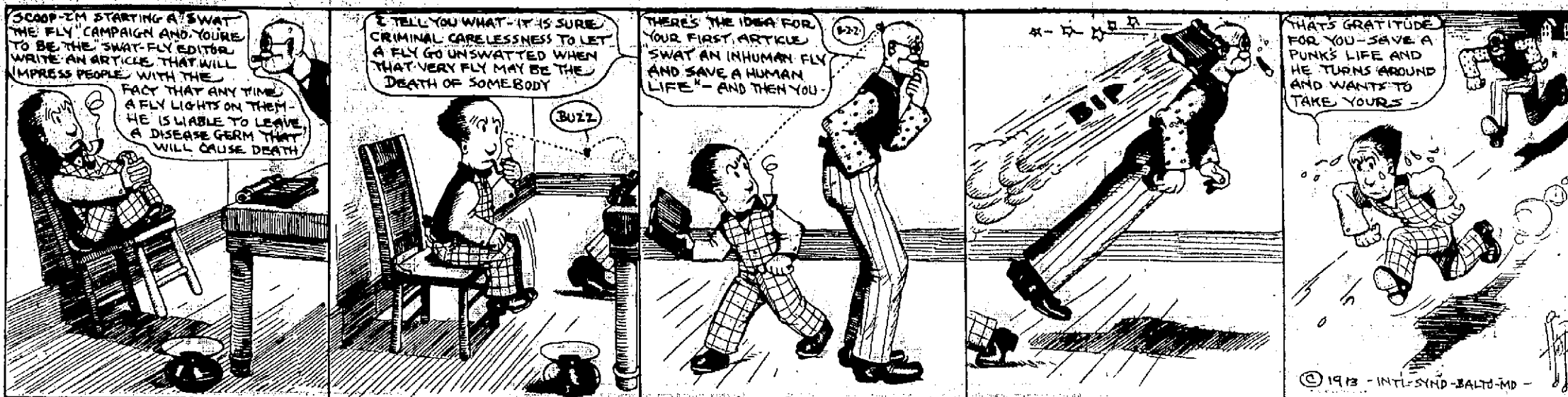
# June White Sale

**L. E. Staples, Market St.**

## SCOOP THE CUB REPORTER

## Scoop Was Much Concerned For Shovel's Safety

## BY HOP



## Sugden Bros.

## ASPHALT SLATE SHINGLES.

See these goods before you shingle. Fireproof and guaranteed for 10 years from all defects.

Everything from Cellar to Roof  
Cor. Green and Vaughan Streets, PortsmouthCHILD LABOR LAW  
AMENDMENTS NOT  
GENERALLY UNDERSTOOD

The amendment to the Child Labor Law passed by the last legislature is keeping the Truant Officer and Superintendent Pringle busy, the latter having charge of the issuing of labor certificates and the former the enforcement of the law. Previous to this year there was a vacation certificate issued to children over twelve years of age, but the age was raised by the legislature to fourteen years to conform to Massachusetts and other states.

The law is simple enough and there is only two things that employees and parents need to remember. First—No child under the age of fourteen years can be employed under any condition whatever, and a boy or girl under the age of sixteen years cannot be employed unless by first filing a certificate with his employer. There are no exceptions to this rule, other than a boy may sell newspapers for himself if he is over 10 years of age, but he can not carry papers or run errands under 14 years.

The law is plain on the question for it provides that "No child under the age above mentioned shall be em-

ployed or permitted or suffered to work so that hanging around a store running errands for candy is included within the act.

Another section of the law that seems to bother some people, is that pertaining to the hours of labor for children having certificates. The hours of labor are covered in section six, which states "No boy under the age of 16 years, and no girl under the age of eighteen years, shall be employed or permitted, or suffered to work at any gainful occupation, other than domestic service or work on a farm, more than fifty-eight hours in any one week, or more than eleven hours in any one day; nor before the hour of half past six o'clock in the morning, nor after the hour of seven o'clock in the evening. And boys fourteen years or over may deliver newspapers routes after five o'clock in the morning, and boys twelve years old or over may deliver newspapers between four and eight o'clock in the evening.

The penalty which calls for a fine or imprisonment or both can be imposed on both the person employing the child and the parent or guardian.

then existed had created or caused any difficulty or trouble. I mean trouble in the way of an accident. We had not a single case that I could find where the young engineer had been the cause of trouble and to that extent the argument at that time was with the engineers.

"The discussion of this question was held with our general committee of engineers composed of a general chairman who is a salaried officer, and the balance of the men were active engineers in the service. We were not dealing, I should say, with the Brotherhood of Locomotive Engineers. We were dealing with our employees.

"It was my best judgment that in view of all the conditions I did not think it was wise to continue that rule without some restrictions. They decided, they agreed, to talk the thing over, go to the committee room and discuss it, and offer something at their next meeting. Probably a month elapsed between that meeting and the next one. After we had concluded our other matters that we had in mind, in hand, they submitted what is substantially the modification of this rule, as contained in Article 3, Rule 1, as amended, which reads:

"Rule 1 as amended. Exception C. No engineer who has less than one year's roster rating as an engineer shall be allowed to run through passenger trains."

"That apparently was as far as they wanted to go at that time, and since it was a step in the right direction, and we were just getting our service on its feet, I said I would accept that, although it was not in all respects what I hoped ultimately to get, and the rule was therefore accepted and made a part of the supplement to this agreement.

"When I came with the property the forces were in many respects disorganized. The train service was bad, and things generally were out of gear. I went to the lodge rooms of the Engineers along with the vice president. We talked over all of the things that we had in mind, we importuned them to exercise every care to make the operation of the railroad safe, and discussed all the phases of operation that we could think of. We met them in Harlem River and we met them in Providence. We met conductors and trainmen in New Haven. I had discussed it with the general committee of both the conductors and the trainmen. I have told them it was a question of safe operation every time I have seen them. I discussed it with the engineers. A week ago last Sunday I called our division superintendents, and we spent the entire day in discussing this question of safety, and getting the men impressed with the fact that the question of train operation was a serious one, and that we wanted and must have, as a first consideration, the question of safety.

"On the following Monday, I had a conference with the general committee of engineers, at the committee's request to take up a number of grievances, and we discussed practically that whole afternoon the question of safety, in an effort to find, if we could, what had crept into our engineers, and some of the forces employed on trains: what was contributing to this.

"Up until the last year and a half the service of this railroad, from the standpoint of safety, I think, could be favorably compared with any railroad in the United States and I was at a loss to understand it. We have on this road today, I would say, ninety per cent, probably ninety-five per cent, of the men employed in our train and engine service are just as good men as you will find on any railroad in this country, and I think they feel, just as keenly as I do, the reproach upon the organization and upon the service of this railroad, brought about by this last Doherty affair.

WHERE IS YOUR FAVORITE LOCATION  
FOR THE NEW ARMORY BUILDING?

Since the appropriation for the new armory has been allowed by the legislature, there appears to be much discussion as to where the home of the militia will be located. To get the idea of the most favorable site, the HERALD invites the people to vote on the matter and will print each day the following coupon, which can be filled out and sent to the City Editor. In due time the result will be published.

Fill out the following blank and send to The Herald.

## PORTSMOUTH HERALD ARMORY VOTE COUPON

My favorite location for the new Armory is:

Name.....

Address.....

dably bad; and I cannot conceive how an engineer in charge of a train, following, as he did, the first section, and practically on the line of that train, could approach a place where he knew that he was to stop, where he knew that the other train must be ahead of him, would float down to there, and wait until he got within a hundred feet of it, before he took the necessary steps to stop. I cannot conceive of any man in his right mind doing a thing of that kind.

"I believe that the trouble to a large degree has been brought about by two things. I do not believe that the organizations, as a general proposition, have intended to enforce by the powers at their command, rule which necessarily tend to break down the safety of the service; but they have been edging in, inch by inch, and on one side they have been encouraged a good many times by this milk-and-water investigation that we get. On the other side, the public has come in, so that in a majority of cases, and I think it is true of the New England railroads today, they have not much left but their corporate identity.

"The General Manager of a railroad should have power to say what is right and wrong, and he should have the power to enforce what he says. He cannot have the power if the organization is going to point the pistol at him every time that he attempts to do something, which, he knows, from his own best judgment, is the right thing to do.

"It is time that the public understands that this question of railroad safety is one in which they are vitally interested, and if they are going to influence, if they are going to swerve, if they are going to have their minds inflamed and distorted by the newspaper articles which have been published in connection with this investigation, if they are going to believe that kind of stuff, then they must expect if that is the standard of fitness they have set up, they are not going to get what they are paying for.

In connection with the dealings of an organization and its employees. It is the ten per cent that keep everybody out.

"The criticism which this railroad has passed under in the last year and a half is enough to break down the discipline and esprit de corps of any organization that ever lived. You can not expect, if you are going to criticize a railroad as this railroad has been criticized, but what that criticism is going to result in, disorganization, and in many things which go to break down the rules.

"There is no use of talking, when a man sees that the man he is working for is being criticized, he has not an axe to grind, and necessarily he is on the other side of the fence right away. When the time comes, if we are going to have proper operation on these roads, the public must take a hand in it, and the men on the railroad who are operating these trains, who are handling our signals, who are doing the work so far as the safety and maintenance of our trains are concerned, must understand they are working for the public. They are not working for the railroad, nor are they going to stay there simply because somebody says 'We are going to keep you there if we can.' I have every confidence personally in the men of the New Haven Railroad. I believe in them, but we have got to do something which is going to put down the bars on this question of discipline; on this question of having somebody other than the man who is in the final analysis going to be responsible to say whether John Jones will be suspended ten days or ten years, and when that discipline is inflicted, it has got to stick. You cannot expect if your Division Superintendents have not the power to inflict and enforce discipline and to make it stick that they are going to be able to enforce anything else. There cannot any man enforce discipline or inflict discipline, if he cannot enforce it and make it stick; and the labor organizations and the men representing labor organizations must understand that the time has arrived when that has got to stop.

"The man is entitled to fair treatment, and we want him to have fair treatment, and will insist that he get it, but he must get it from the man he is working for, and when he has got it from him then he must stop, or we must change our method of organization. We cannot go on here

as we have been going on and maintain discipline. You cannot have an organization on that basis. It will never be an effective one if we continue along that line."

Mr. Bardo was asked by Mr. Spock if he considered that he were being coerced when the committee refused to accept the two-year rule. He replied:

"I would not say that I was being coerced, but under other circumstances I would have insisted upon an enforcement of that which I believe to be right. I was exceedingly anxious, as I believe I stated before, to avoid doing anything which might be misconstrued on the part of the men as an attempt to take away from them anything which they heretofore had had. I did not want to disturb their peace of mind. I wanted them to get back on their engines and begin to railroad, and to stop worrying about something that was not going to hurt anybody. I felt that the one-year rule was a step in the right direction, and with the experience we had had at that time, I felt satisfied that it was a perfectly safe move."

## MACKEREL PLENTY

Fishermen Feeling Good Over the Outlook

The fishermen are feeling much encouraged over the mackerel situation the outlook being better than it has been for a number of years. Good sized schools of fish were seen yesterday all the way from Cape Porpoise to Boothbay, and something like 10,000 pounds of mixed mackerel were brought into Portland, the majority being of good size.

Read the Week's News on Page 7.

DROWNED IN A  
TANK OF OIL

Pittsfield, June 22.—William Read Wiley, 25 years old, of Lancaster, Penn., a graduate of the Pennsylvania State College, and Fred Zanzuzi, an Italian, respectively night foreman and helper in the testing department of the General Electric Works here were crushed under a heavy mass of metal and then drowned at the bottom of a tank containing several thousand gallons of oil.

The two men were preparing to dip a high-tension lead weighing 400 pounds when the accident happened. The tank containing the oil is nine feet square and six feet deep. The two men had a plank placed across the top of the tank and were standing upon it directly over the oil. The lead was being lowered above their heads with a tackle attached to a moving crane. Suddenly the tackle snapped and the lead dropped upon the men. The plank on which they stood broke and the men were borne down to the bottom of the tank and held there by the weight of metal.

Workmen in the shop standing near by saw the accident. As the men fell to rise immediately their comrades knew they must be held down.

Workmen opened the cots and drew off the oil from the tank as fast as possible. As soon as they could enter the tank safely they removed the lead from the men.

Then Wiley and Zanzuzi were lifted out. Physicians who had been called pronounced them dead.

## C. L. BARDO'S TESTIMONY

Interstate Commerce Commission Hears Sworn Testimony of General Manager as to New Haven's Agreement with the Engineers.

Distorted Public Criticism Affects People's Interests and Results in Disaster.

Discipline Must Be Enforced and Interference by Labor Organizations Must Cease.

Clinton L. Bardo, General Manager of the New York, New Haven & Hartford Railroad Company, gave the following sworn testimony at the closing session of the joint Federal and Connecticut State investigation into the cause of the Stamford accident on Thursday, June 12, 1913, at the Hotel Stratford, Bridgeport, Conn., on Wednesday, June 19, 1913. There were present the following officials:

Representing the Interstate Commerce Commission—C. C. McChord, commissioner; Philip J. Doherty, special counsel; H. W. Belknap, special examiner; P. A. Howard, H. D. Lyon and J. S. Hawley, inspectors.

Representing the Public Utilities Commission of Connecticut—R. T. Higgins, T. B. Ford and J. H. Hale, commissioners; C. C. Elwell, chief engineer.

Representing the N. Y. N. H. & H. R. Co.—Benjamin I. Spock, attorney; Clinton L. Bardo, general manager; C. N. Woodward, general superintendent; J. F. Berry, attorney.

I have been general manager of the New York, New Haven & Hartford Railroad Company since February 15, this year. The agreement between the engineers and the Company was made effective that is the existing agreement on May 14, 1910. It contains the rules as to the hours of service, rates of pay, and the conditions of service, describing and circumscribing in various ways the rights of an engineer. Under this agreement, under Article 3, Rule 1, reads:

"Engineers shall be run first in and out so far as it is possible with the requirements of the service, and

when engineers are assigned to temporary vacancies, they shall remain on same provided they are competent until the regular engineer returns. They shall receive rates of the regular engineers while on the road."

"That rule, as near as I can ascertain, has been in effect for a long time. It is practically the arrangement that was in effect before any agreement was entered into."

PORTSMOUTH  
THEATREMONDAY - TUESDAY - WEDNESDAY  
JUNE 23, 24, 25The Sparks  
Comedy Musical

Port &amp; D lacey

Comedy Singing, Dancing and Changes

5 REELS BEST PICTURES 5 REELS

Evening Curtain at 6.50 Owing to Length of Program

10c Same Little 10c  
Price

A Few Reserved Seats 20c



# ONE HUNDRED Framed Pictures

WORTH \$4.00 EACH

This Sale **\$1.39** Only

These pictures have a 2 3/4 inch moulding of fumed oak and measure 33x19 inches, and the subjects are all choice reproductions of art.

Come at once if you want any.

UPHOLSTERY A SPECIALTY.

## Portsmouth Furniture Co.,

CORNER DEER AND VAUGHAN STREETS.

Near Boston and Maine Depot.

## KITTERY

Breezy Items From the Village Across the River.

Kittery correspondent's telephone, 778-M; P. O. address, Box 303.

The following program was given Sunday morning at the First Congregational church by the Sunday school, in observance of Children's Day:

Scripture by Pastor, Rev. J. James Merry.  
Opening Song—"June Joy"..... School Prayer by Pastor.  
Response—"Father, Lend Thine Ear"..... School.

"The Year's Offering Homage to Queen June".....

Exercise for five children  
Solo—"Queen June"..... Alice Mills

"The Year's Homage to Queen June".....

Exercise for seven children  
Baptism of Infants.

Song—"I Think When I Read that Sweet Story of Old".....

Ellen Standish  
Recitation—"Suffer Little Children".....

Mildred Woods  
Recitation—"Just a Little Sunbeam".....

Virginia Stevens  
Song—"Spread the Pleasures"..... School

Recitation—"Open the Door of Your Heart".....

Oliver Trefethen  
Recitation—"What a Boy Can Do".....

Reginald Berry  
Song—"A Sun Song".....

Beatrice Clark and Mina Moulton  
Recitation—"Real Reward".....

Elizabeth Curtis  
Recitation—"A Niche for You".....

Florence Dargh  
Song—"What the Grass Said".....

Leon Mills  
Recitation—"A Common Flower".....

Caroline Curtis  
Recitation—"My Father's Field".....

Alice Mills  
Offering by the children for the Sunday school.

Song—"Summer's Lesson".....

Susie Baker and Dorothy Atwood  
Recitation—"The Fellow That's Willing to Work".....

Phillip Woods  
Recitation—"The Girls Who Are Wanted".....

Glady's Chase  
Remarks by Pastor.

Distribution of flowers.  
Song—"Heaven Is Here"..... School.

Charles Pinkham has concluded a term of enlistment in the U. S. navy and returned to his home here.

Mr. and Mrs. Arthur Baker spent Sunday in York.

The reception of the class of 1913 of Trapp Academy takes place this evening, this concluding the commencement exercises.

Miss May Melom of Dover was the guest of her grandparents, Mr. and Mrs. Eugene Dodge of Newmarket street.

Miss Ethel Piper of Cambridge, Mass., was the week-end guest of Prof. and Mrs. G. H. D. Lamoureux.

Tuesday will be "cleaning day" at the Second Christian church and a large attendance of workers is desired.

William G. Drew of Portsmouth was a visitor in town on Sunday.

Entrance examinations to Trapp Academy are being held today and tomorrow.

The Ladies' Sewing Circle will meet on Thursday afternoon with Mrs. Charles Traflet of Love lane.

Riverside Lodge, No. 72, I. O. O. F., will meet this evening.

Reynold Heene of Boston is passing a two weeks' vacation with his parents at the navy yard.

York Rebekah Lodge, No. 3, will meet on Thursday evening. Children's night will be observed, the age limited to fourteen years and under.

The annual dinner of the Trapp Academy Alumni was held at the Rockingham, Portsmouth, last Saturday evening, twenty-three being present.

An organization was formed with twenty-three charter members, a constitution adopted, and officers elected as follows: President, Elmer Cole; vice president, Burnice Glidden; secretary-treasurer, Lillian Godfrey.

Mr. Hector Graham of Woodlawn avenue has concluded his duties as meat cutter at Prince's market.

Mr. and Mrs. Frank Page of Gilmanston, N. H., passed the week-end with Mr. and Mrs. Thomas Ritchie of Commercial street.

Miss Amy Windrich of Commercial street has taken a position at French's store, Portsmouth, afternoons during the summer.

The W. C. T. U. met this afternoon.

SAVE  
AS YOU  
EARN

### STEADILY—IT PAYS!

No man or woman can tell the moment their Earning Days will STOP, but everyone who starts an account with this bank, saves and deposits steadily KNOWS they are acting wisely.

Isn't it time for you to begin?

3 1/2 Per Cent. Interest and Safety is the inducement this bank offers.

## PISCATAQUA SAVINGS BANK,

C. A. HAZLETT, President

C. W. BREWSTER, Treasurer

with Mrs. John Wentworth of Government street.

Mr. and Mrs. William Chase of Chase Pond, York, spent Sunday with Mrs. Henry L. Shaw and family of Central street.

Clarence Moody of Rogers road has taken a position in French's store, Portsmouth, and began his duties this morning.

Ralph E. Fernald of Cambridge, Mass., is visiting his father, Warren Fernald, Rogers road.

Albert L. Sprague, who for over two years has been soloist at the Second Christian church, is having a vacation.

Miss Madeline G. Cobb of Newton, Mass., has returned to her home after passing a few days with Capt. and Mrs. W. N. Phinney at the navy yard.

She has just returned from a six months' trip abroad, where she has been studying music.

Miss Lillian Phinney of Rogers road was soloist at the Second Christian church on Sunday.

Regular meeting of Whipple Lodge, No. 33, Wednesday evening, June 25.

Col. Jethro H. Swift of Rogers road has returned from a trip to Portland, where he was in attendance on the G. A. R. encampment, June 19.

Rev. Arnaldo Natino gave excellent discourses on Sunday morning and evening.

For Monday and Tuesday

ALONE IN THE JUNGLE

Sella's greatest of all animal pictures. A blood curdling romance of the dangerous, animal infested jungle land of Africa. See Bessie Eylon's astonishing portrayal of the most daring and gripping role ever enacted by a motion picture actress. A vivid and all entralling romance. See the real lion hunt, the swim for life, the rescue, etc., etc.

ACT—The Sparks—Musical.

Path's Weekly, No. 24

Giving you all the interesting facts of the world at a glance.

Singing Talking and Dancing.

ACT—Port and Delaney—Comedy

Alakli like and the Hypnotist—Sensational.

For a laugh, getting, side splitting, western comedy, this one is superb.

Featuring Mr. Augustus Carney, the "Gibraltar of Fun."

A Lady and Her Maid—Vingraph

Naturally, Ophelia is not very handsome. A professional beautifier makes her and Helinda regular heart breakers. They make a splurge.

SPECIAL—Wednesday and Thursday: "Har Masked Beauty." Pathé in two parts.

### NOTICE

Examinations for admission to the Portsmouth High School will be held in the High School building, Friday, June 27, from nine o'clock to twelve and from two to four.

It is required by the State Department of Public Instruction that each pupil in order to be admitted to the examinations, shall present a statement from his teacher certifying that he has completed the Elementary School course.

JAMES N. PRINGLE, Superintendent of Schools

June 21.

## KITTERY POINT

What Is Happening In the Harbor Town.

Mr. and Mrs. Albert Bowden have returned to their home in Lynn, Mass., after visiting Mr. and Mrs. Caspar Achorn.

Frank Moses has taken a position as motorman on the Tarbox freight car for the summer.

J. G. Irish has been a recent visitor in Dover, N. H.

Frank Moore who recently concluded his duties on the A. S. R. R. has taken a position with the Atlantic Express Co., in Portsmouth.

Herbert Blake of Portsmouth is visiting his parents in this place.

Wallace Hutchins returned on Sunday from a visit to Bath, Me.

The remains of Charles H. Coster formerly of this place, who died in Cambridge, Mass., June 18, were interred in the Free Baptist cemetery on Saturday.

Rev. W. H. McBride of Portsmouth, occupied the pulpit of the First Christian church on Sunday, during the absence of Rev. Winfred Coffin.

Freeman Wilham and family have returned from a visit to Boston.

W. Clinton Chase of Beverly, Mass., passed Sunday with his parents, Mr. and Mrs. Wallace S. Chase.

Mrs. William A. Hatch of Portsmouth is the guest of relatives in town.

On Saturday the sunken schooner Chase, was raised with the aid of the navy yard anchor hoist, and towed by the tug Mitchell Davis to the flats near the Kittery Yacht Club house, where it is hoped thorough examination of her damage can be made.

Lieut. David Marlon of the U. S. revenue cutter Androscooggin, called on friends in town Saturday.

John Kille and family of Portsmouth are to occupy the house of Mrs. Albert Fernald near the Free Baptist church.

Mr. and Mrs. Albert Fernald of Portsmouth passed Sunday with relatives in town.

Prof. Roland Thaxter and family of Cambridge, Mass., have opened their summer home on Cutt's Island.

Mr. and Mrs. George P. Chase and Mr. and Mrs. Hawes of Sanford, Me., were the Sunday guests of Capt. and Mrs. T. H. Hay.

The ferry steamer Albee Howard, returned on Sunday from Portland, where she has been receiving an overhauling.

The summer cottage of Fred Bradbury of Dover, N. H., is now open for the season.

Captain Jesse E. Frisbee of Dover, N. H., visited his daughter Mrs. C. B. Phillips on Saturday.

Sailed—Schooner Sarah B. Reed, Callus for Vineyard Haven.

Schooner Anne and Reuben, Stonington, Me., for Boston.

Arrived and sailed—Steamer yacht Vulture.

Mrs. Johlah Tobey is spending a few days with her sister, Mrs. Andrew White of New Castle.

Mrs. Frances Sawyer has arrived to pass the summer with her daughter, Mrs. Stephen Blake.

Mr. and Mrs. H. C. Keene of Brixton passed Sunday with their son, Mark W. Keene.

The Ladies Aid Society of the Free Baptist church will meet on Wednesday at the home of Mrs. Ida Blake.

Mrs. Agnes Knobe and three children of Jersey City are the guests of Miss Catherine Bray.

Mr. and Mrs. Peter Nolan are entertaining the former's sister from Hallowell, Me.

Miss Rosamond Thaxter is at the home of her parents Mr. and Mrs. John Thaxter.

Mr. and Mrs. James Philbrick of Kittery visited friends in town on Sunday.

Among the speakers at the banquet tendered Hon. Horace Mitchell Saturday evening at the Hotel Chamberlaine were Governor Haines, Judge Aaron Cole, F. W. Hartford, James Philbrick and Calvin L. Hayes, who in closing terms presented Mr. Mitchell with a valuable chain and chain.

Wallace S. Chase, Granville Berry, and Robert Brown will be guests of Pilgrim Commandery, Knights Templar, of Lowell, Mass., on Tuesday.

ICE CREAM BRICKS AT THE TILTON DRUG STORE

Beginning Tuesday, June 25th, we will carry at our soda fountain, ice cream in pint and quart bricks, to take home. You have your choice of three flavors, Vanilla, Chocolate and Strawberry, each brick done up in a sanitary "Triple-Seal" package, guaranteed to keep for one hour in any fairly cool place.

This cream stands the highest test for purity and quality and we stand ready to refund your money any time perfect satisfaction is not given. Regular price, 40 cents a quart, 20 cents a pint, but special low prices all this week. Ask for coupons. The Tilton Drug Co. ch 21, J 23.

### TO LET

A tenement No. 3 Highland street, 10 rooms, heat and bath.

A house and barn 40 Highland St., 9 rooms and bath.

A tenement 44 Pleasant St., 6 rooms, Tenement 13 Cabot St., 8 rooms and a barn.

Benjamin F. Webster, ch 15, June 23.

## CLOTHING FOR YOUNG MEN

A person is safeguarded in purchasing his clothing here by the known reliability of this establishment. You always get what you pay for—frequently more, but never less. Add variety to quality and the only other essential is price. Our clothing is of highest quality; and our prices necessarily low. Our position in this community as a clothes market assures you the greatest value for your money.

N. H. Beane &amp; Co.

5 Congress Street

22 High Street

OUTFITTERS

FROM

HEAD TO FOOT.



## Special Offer

We make this special offer from June 21 to July 1, to the graduates of the class of 1913. Class picture and diploma, to include frame, glass, and back, ready to hang, at the price of

# 90c each

Call and see sample of work.

FRED W. PEABODY,

Jos. M. Hassett, Mgr.

115 Congress St., Tel. Con. Open evenings.

## GREATEST MARK DOWN SALE OF THE SEASON NOW ON AT SIEGEL'S STORE

Tailored Suits, Coats, Dresses, Skirts, Waists, Rain Coats, in fact everything in the line of Ready to Wear Apparel for Women, Misses and Children, all marked down for quick selling.

COME EARLY AND AVOID THE RUSH IN THE AFTERNOON.

SIEGEL'S STORE, 57 MARKET ST.,  
THE STORE OF QUALITY FOR THE PEOPLE

## Order Your COAL for Spring Delivery

Broken ..... \$6.50 Stove ..... \$7.25  
Egg ..... \$7.00 Nut ..... \$7.50

Franklin ..... \$8.50  
Subject to Change Without Notice. Please: 38 and 35.

THE CONSOLIDATION COAL CO.,  
Chas. W. Gray, Supt. 277 Market St.

# Electric Fans for the Home - Office - Shop

## ROCKINGHAM COUNTY LIGHT & POWER COMPANY

Office: 29 PLEASANT STREET, PORTSMOUTH, N. H.

THE COMPANY WITH THE PYRAMID

43 CONSECUTIVE YEARS OF PYRAMIDAL PROGRESS

NEW HAMPSHIRE FIRE INSURANCE CO.

TOTAL LIABILITIES \$2,647,125.50  
POLICY HOLDERS SURPLUS \$3,450,761.60

## CEMETERY LOTS

### CARED FOR and TURFING DONE

With increased facilities the subscribers again are prepared to take charge of and keep in order such lots in any of the cemeteries of the city as may be entrusted to their care. They will also give careful attention to the turfing and grading of them, also to the cleaning of monuments and head stones, and the removal of bodies. In addition to work at the cemeteries they do turfing and grading in the city on short notice.

Cemetery lots for sale; also Loam and Turf.

Orders left at residence, corner of Richards avenue and South street, or by mail with Oliver W. Ham, 64 Market street, will be given prompt attention.

M. J. GRIFFIN & SON.

## Insure Your Packages

### Sent By Parcel Post

We offer an attractive and reasonable form of insurance to cover packages lost in transmission by mail.

John Sise & Co.,  
No. 3 Market Square,  
PORTSMOUTH, N. H.

## DECORATIONS

For Weddings and Flowers  
Furnished for All Occasions  
Funeral Designs a Specialty

R. CAPSTICK  
Rogers Street.

## BOOK BINDING

Of Every Description

Blank Books Made to Order

J. D. RANDALL

Over Beane's Store, Congress Street

## MARBLE AND GRANITE

### Tablets, Monuments, Mausoleums

OF ALL DESIGNS  
My plant contains an Air Compressor, Pneumatic Tools, Lettering and Carving, Polishing, Machines all run by electric power. The only plant in this section with modern appliances.

FRED C. SMALLEY  
2 Wate St. Portsmouth

## YOUR LAUNDRYWORK

placed at random is productive of much annoyance and little satisfaction. Send it to the

Central Steam Laundry,  
61 State St.

It will not be damaged. It will be delivered promptly and will all be there.

Telephone 282-22.  
W. G. WIGGIN, PRO.

## LONG WAIT FOR PROMOTION OUTLOOK IN THE NAVY

Washington, June 22.—The midshipmen just graduated from the Naval Academy are confronted with an aspect of promotion which may find some of them no further advanced than the grade of lieutenant commander when they have reached the compulsory retirement age. These junior engineers hope of advancement in the form of legislation, but Congress has proved so deliberate in taking up naval personnel relief that there is a chance that the stagnation will be enduring. Comparatively young officers are now occupying the higher grades, in accordance with a plan to obtain men in their prime for the command of ships.

This means that while one desirable effect has been accomplished, the higher grades are filled by officers who will not be retired for many years. Eventually there will be a return to the former condition, with the officers growing old in the grades of captain and rear admiral. Ultimately there will be retirement of many officers during a period of a few years and promotion will be again excessive. Officers who have been studying the problem of naval personnel have well high regarded any system which will regulate promotion in a way to avoid the recurrence of conditions bound in a demoralizing and to lead to discontent. It has been hoped that during the present Congress something would be accomplished, but the naval authorities are not inclined to approve the measure which met with the endorsement of the late Administration and which has been pending before the Congress for several years.

Secretary Daniels says he has not had sufficient time to look into the subject and is not disposed to send to Congress such early in his administration a bill he does not fully understand and which he has been informed by officers attached to the fleet, is not satisfactory and will not accomplish that which is claimed for it by its advocates. It seems certain Congress will do nothing which would appreciably increase the cost of service maintenance and there is every indication of a determination to allow the subject to go over for another year at least. There may be something in the way of limiting the number of graduates from Annapolis who will be commissioned as ensigns. Legislation now pending and which has passed the Senate allows two midshipmen for each ensign and each representative, before an extension to 1916 of the law which expires on June 30. This will maintain an out-

## THIS HOT WEATHER

Is a reminder of what is in store the next few months.

Have a Gas Range Water Heater put in NOW and make you and make your kitchen comfortable.

PORTSMOUTH GAS COMPANY  
ALWAYS AT YOUR SERVICE

## CONCORD OVERRUN BY OFFICE SEEKERS

Concord, June 22.—Governor Feltner and his councillors were in Concord most of last week and their province here brought office-seekers in droves to the capital; but the efforts of the latter were in vain so far as the announcement of any very important appointments went, the week's stay being almost a blank.

The appointments made and announced were: Vermont boundary line commissioners: Judge William M. Chase and Gen. John H. Alden, Concord; and Representative Charles J. O'Neil, Walpole; and medical referee for Gratton county, William G. Garland, M. D., Plymouth. The appointment of the following deputies by Fish and Game Commissioner Beal was approved: Rockingham county, Major Chauncey B. Hoyt, Portsmouth; Carroll county, Arthur W. Chandler, Conway; Hillsborough county, John Wentworth, Hudson; Chas county, William W. Burlingame, Brim. Approval was given, also, to the appointment by the public service commission, of the following: Steamboat inspector, John W. Storrs, Concord; assistant inspectors, Clarence L. Martin, Claremont, Nathaniel Goodhue, Wolfeboro, Walter L. Kenniston, Concord.

It is given out, however, that the governor and council will hold a business session at Hanover this week during their official attendance upon the graduation exercises of Dartmouth College, and that the names of the new police court justices, license commissioners and inspectors will then be made known. It is to be hoped that such will be the case, for the delay in filling these and other offices is becoming destructive to the service of party leaders and workers.

Another serious mistake in the form of a bill passed by the last legislature has been discovered, this one being H. B. 374 in amendment of the act establishing the public service commission. At the opening of the legislative session very many amendments to this law were proposed, one of them, introduced by Congressman Stevens and said to have the warm approval of Governor Feltner, providing that the salaries and expenses of the commission should be paid by direct assessment upon the public utilities which it is designed to govern, and adjudicate upon.

As such payment was one of the most criticized features of the old railroad commission, this amendment met with great opposition, but a compromise finally was agreed upon, whereby the salaries of the commissioners were to be paid by the state, but the expenses of hearings before them were to be borne by the corporations. It was in this shape that it was supposed the bill passed, until State Auditor Musgrove, in a hunt for authority to assess the corporations, discovered that in further amending the bill in the senate the section of the bill containing this provision had been blotted out of the law by pasting over it the copy of the upper branch amendments. The apparent result will be a loss of some \$30,000 a year to the state. It should be stated that none of the public service corporations manifested any opposition to the lost provision and the mistake was not of evil intent.

In general orders issued at the close of the recent hike of the New Hampshire National Guard Adjutant General Tuthill says: "The week's tour of field service, progressive from last year, has demonstrated the efficiency of the troops in marching over unknown country as though opposed by an active enemy. Lying with United States service allowance of rations, transportation and equipment, and executing a practical engagement, using blank ammunition, the cavalry, artillery and infantry participating. The field practice at targets with sharpshooters by the artillery, and ball ammunition by the cavalry and infantry, in which every man participated, was especially commendable. The splendid behavior of the personnel is the greatest subject of commendation, not only by citizens along the route, but by inspectors in official reports. Grateful acknowledgment is hereby extended to the town officials and citizens who graciously furnished camp and maneuver grounds, and in their hospitable way contributed so materially to the comfort and pleasure of the troops."

Almost immediately following the return of the troops from their hike, General Albert L. M. Mille, U. S. A., the head of the bureau of militia of the war department of the United States Government, visited our capital and had a long interview with Governor Feltner. No official statement has been issued as to the cause of his visit or the results of his interview, but it is surmised that both were connected with these paragraphs of a general order issued in advance of the tour of duty: "No officers of the regular army will be appointed for, or assigned as instructors. The appointment of the officers and training of the militia are by the Constitution reserved to the states. The United States Drill and Field Service Regulations have been freely supplied to the troops and the required complement of officers, who are themselves the legitimate instructors, have been commissioned by the Governor and Commander-in-Chief. The manoeuvres of the past two years have demonstrated that our organizations are self-instructing, and they are enjoined to continue along the same practical lines this year."

In an article in the Scientific American Supplement, Frederic Itelson Hutton, M. E. Sc. D., Vice President of the American Museum of Natural History, discusses the so-called automobile warning signal problem and its proper regulation by law.

Dr. Hutton who is also vice president of the American Society of Mechanical Engineers and Chairman of the Technical Committee of the Automobile Club of America, has made an extensive study of this problem and deals with it from the standpoint of wide experience.

He urges the adoption of a standard quality of warning signal and the prohibition of its unnecessary use. "The warning signal," says Dr. Hutton, should be of the quality not attaching to any other street noise, and it should be audible from such a distance that the person warned should not jump with a nervous movement to avoid something that seems at his side before he knew it was anywhere near him.

"To sound the signal unnecessarily not only makes the street more noisy than necessary, but it also breeds the habit of disregarding the signal when it is full of real meaning. A noisy street is dangerous when the danger signals cannot be heard; the quieter the street the more easily is the attention caught."

"A true musical note, one with a definite number of air waves per second, is not as serviceable for arousing attention or for warning as a pure noise unless it is much louder in intensity than such noise. The so-called siren is a pure tone at all points of its range, but to make it carry sudden warning, it has to be so loud that it is rightly forbidden where noise is an objection. The short explosive note of the diaphragm types of siren, where a steel diaphragm is set vibrating by an electric motor on the principle of Savart, makes the first sound waves as effective as those which leave the siren itself, and this is its best claim to be a safety device, in the sense that the American Museum of Natural History uses that term. The common pneumatic siren actuated from a hand bell cannot be heard in noisy traffic or against strong winds for any considerable distance, or even a city block, and is scarcely therefore entitled to be classed among safety devices. In the Museum sense, "While it is safe to say that a standardization along the above lines will reduce the number of collisions on the streets, there still remains the irreducible minimum whose origins are carelessness and absence of mind."

H. C. PEARSON.

## GUIDE TO CRATER LAKE NATIONAL PARK

Methods of seeing the wonderful Crater Lake National Park in Oregon, the principal attraction of which is a beautiful lake situated in the crater of an extinct volcano, are described in a circular entitled "General Information Regarding Crater Lake National Park, season of 1913," just issued by the department of the interior. This park is situated on the summit of the Cascade Range in South Central Oregon. It has an area of 169,360 acres and is located in the midst of a beautiful mountain country. The principal attraction being Crater Lake, a body of water having an area of 29 1-4 square miles, water surface, which is situated in the caldera of an extinct volcano. The lake is surrounded by unbroken cliffs, which range from 500 to nearly 2,000 feet in height. The coloring of the water and of the surrounding cliffs presents some of the most striking pictures seen in the western mountain country. The park is under the control of the secretary of the interior who is represented in the actual administration of the park by a superintendent and a limited number of park rangers.

This circular which may be obtained on application to Secretary of the interior contains tourist map of the park, information concerning hotels, camps and principal points of interest, a list of books and magazine articles, and the rules and regulations for the protection of the reservation.

Sunday was ideal weather and the result was the heaviest touring day of the summer.

## FIREMEN FROM NAVY YARD CAN ATTEND ALARMS

The difficulty over the firemen from this city employed at the navy yard, responding to alarms in this city has been straightened out satisfactory to all concerned.

At the request of Chief Engineer Woods, Mayor Badger took the matter up with Captain C. C. Rogers, the Commandant of the yard, and received a letter of explanation from him that was very satisfactory. The men will be allowed to respond to alarms as usual, and the only exception will be that in some cases where men are employed at some special rush job they will be required to remain at work as this would not effect possibly more than one or two men, and possibly not once in a year. The matter has been dropped, as both Mayor Badger and Chief Engineer Woods are satisfied that the Commandant of the yard will do the right thing.

## WOULD PROHIBIT THEIR USE UNNECESSARILY

In an article in the Scientific American Supplement, Frederic Itelson Hutton, M. E. Sc. D., Vice President of the American Museum of Natural History, discusses the so-called automobile warning signal problem and its proper regulation by law.

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H. C. PEARSON.

## ARREST THREE IN MEDICAL FRAUDS

Government Claims Rochester Men Used Mail to Swindle the Public.

Rochester, N. Y., June 22.—Federal warrants were served this morning on Charles S. Clark, K. Lee Minges, John S. Read and Thomas P. Adair of this city. The government claims these men advertised and used the mails to promote medical schemes which, it alleges, are frauds. The prisoners were taken before a United States commissioner and bail was fixed at \$500 in each case.

Eleven men connected with the three companies—the Okola Laboratories, which handle an alleged treatment for the eyes; the New York Institute of Science, teacher of the science of suggestion, and the Carlinage Company, dealers in an apparatus for increasing the height—were indicted by the May grand jury, and the arrest of three who reside in New York city will be made today, it is said.

## MRS. WILSON IS MUCH IMPROVED

Washington, June 21.—"Mrs. Wilson is much better today," said Dr. Carl Grayson, U. S. N., the President's physician this morning. I believe with a few days of additional rest and will be entirely well and prepared to go to Cornish, N. H., when the family

goes. All she needs now is relaxation and a little care, particularly with her diet."

Persons are wishing to know more.

## CLASSIFIED ADS

For Sale, Wanted, To Let, Lost, Found, Etc.

YOU GET RESULTS FROM THIS COLUMN

1 Cent a Word Each Insertion. Four Lines One Week 40c

## HELP WANTED.

WANTED—Salesman to sell Lubricating Oils, House and Barn paint and Specialties. Big profits. Champion Refining Co., Cleveland, O. C-13 3 mos. June 14.

STITCHERS WANTED—Closers, Stayers, lining makers, and on other parts. Derry Shoe Co., Derry, N. H. H-C-24 J18.

WANTED AT ONCE—Sober, reliable men to learn to drive and repair autos and prepare to fill vacancies at \$15 to \$40 weekly. Write at once for full particulars. Maine-Auto Company and Garage, 24 Taylor Street, Portland, Maine. ho 16 16 im.

AGENTS WANTED—\$6 to \$7 daily selling New Fibre Brooms; 100 per cent profit; every woman will buy; begin canvases at once. Sample by express, 30 cents. Wynne Broom Co., Elmira, N. Y. ho 16 16 im.

## LOST

LOST—A bunch of keys attached to a heart shaped ring. On the ring was a brass check with the words J. B. E. Portsmouth, N. H. Finder please leave at this office. ho 16 16 im.

LOST—At Sunset League game on Friday evening, a light colored rain coat. Left on the third base bleacher. Finder please return to 62 Pleasant street.

## FOR SALE

FOR SALE—In Rye, N. H., 4 miles from Portsmouth 5 acre farm, cottage house, and stable. Excellent land. About 60 fruit trees. Fine location. Price \$1400. J. B. Eddy, Brackett Road, Rye N. H. H 16 16 im.

FOR SALE—24 foot motor boat, 11 H.P. motor, Albert T. Adams, 22 Dearborn street. ho 16 16 im.

FOR SALE—\$1700 buys 4 room house in Kittery, Me., near electric schools and postoffice. Rushing water in house. Bath room can be installed at small expense. Apply to George D. Boulter, Telephone 244-1, Kittery, Me. M 16 16 im.

FOR SALE—Get your pine clapboards of D. B. Russell, Springfield, Me., especially high grade. ho 16 16 im.

FOR SALE—The most desirable house lots in the city, on Lincoln avenue and on Broad street. Inquire of F. W. Martford.

ANYONE wishing a very fine piano please answer. Will deliver my almost new upright if taken at once for \$1 per week; price arranged to suit you. Latest style, easy action. Reply immediately. Write F. A., this office. ho 16 16 im.

## TO LET

TO LET—Furnished bungalow at Waltham Street for the month of July. Apply Mrs. L. B. Trofathen, 700 South street, Portsmouth, N. H. H-C 16 16 im.

TO LET—in Kittery, a furnished house, modern improvements and electric lights. May be taken July 1st. Apply to Mrs. M. F. Wentworth, Kittery, Me. ch 16 16 im.

TO LET, CHEAP—The City Water Works buildings, and grounds at turnout of Christian Shore electric line, for paint shop, storage, or any other business. Apply to Carlin & Co., 86 Congress street. H-C 16 16 im.

TO LET—Room for automobile in stable, apply 28 Langdon street. J 17, H-C 16 im.

TO LET—A tenement in Daniel street block. Inquire at this office. ho 16 16 im.

TO LET—Furnished rooms with modern improvements, 39 Millington street, corner of Cabot. H-C 16 16 im.

TO LET—Furnished rooms for light housekeeping; parties without children preferred. Apply 31 Panhallow street. ho 16 16 im.

TO LET—Suite of three offices with all modern conveniences. Inquire at Waltham Street. H-C 16 16 im.

TO LET—For season, fully furnished 6-room bungalow, large kitchen, fireplace in living room, bath, toilet, running water, electric lights, large covered piazza, fine location. Apply to Charles W. Gray, Portsmouth, N. H. ho 16 16 im.

## TRANSPORTATION.

## BOSTON TIME TABLE

### In effect June 23, 1913

Leave Portsmouth for Boston—3.00, 5.25, 6.20, 6.55, 7.30, 8.15, 10.35, 10.50 a. m. 1.31, 1.42, 3.05, 4.55, 6.17, 7.27 p. m. Sundays—3.00, 5.25, 7.45, 11.00 a. m. 10.22, 5.00, 6.40, 7.35, 8.05 p. m.

Leave Boston for Portsmouth—5.57, 7.37, 8.41, 9.07, 9.55, 10.07, 10.35 a. m. 12.01, 1.35, 4.47, 5.12, 4.55, 6.31, 7.21, 10.01 p. m. Sundays—4.01, 6.26, 8.21, 9.01, 10.31 a. m. 1.31, 7.01, 7.31, 10.01 p. m.

Leave Portsmouth for Dover—5.55, 9.45 a. m. 12.22, 2.37, 5.47 p. m. Sundays—7.02, 10.55 a. m. 1.25, 5.45 p. m.

Leave Dover for Portsmouth—6.52, 10.45 a. m. 1.47, 4.45, 6.55 p. m. Sundays—7.00 a. m. 12.35, 2.00, 5.40 p. m.

Leave Portsmouth for York Beach—8.22, 1.33 a. m. 12.30, 2.45, 4.62, 6.50 p. m. Sundays—10.38, 11.27 a. m.

Leave York Beach for Portsmouth—6.46, 9.33, 11.23 a. m. 1.28, 3.53, 5.42 p. m. Sundays—5.00, 6.50 p. m.

Leave Portsmouth for Concord—7.27 (Mondays only), 8.38 a. m. 12.18, 5.33 p. m. Sunday—7.35 p. m.

Leave Concord for Portsmouth—7.30 a. m. 12.55 p. m. 2.55 p. m. (Saturdays only), 3.40 p. m. Sundays—8.33 a. m.

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C. H. Weynard, Agt., Boston, Mass.  
W. P. TURNER, P. T. M.  
Gen. Offices, Baltimore, Md.

## NAVY YARD FERRY TIME TABLE

Launch leaves navy yard, working days at 7.50 a. m. 8.55 a. m. 9.15 a. m. 10.00 a. m. 10.30 a. m. 11.15 a. m. 11.45 a. m. 12.40 p. m. 1.05 p. m. 1.35 p. m. 2.15 p. m. 2.45 p. m. 3.50 p. m. 4.00 p. m. 4.20 p. m. 4.40 p. m. 5.00 p. m. 6.00 p. m. 7.45 p. m.

Sundays 10.00 a. m. 10.45 a. m. 12.15 p. m. 12.34 p. m.

Holidays 9.30 a. m. 10.30 a. m. 11.30 a. m.

Launch leaves foot of Daniel street, Portsmouth, working days 6.15 a. m. 6.45 a. m. 7.30 a. m. 8.15 a. m. 11.30 a. m. 11.45 p. m. 12.15 p. m. 12.30 p. m. 1.15 p. m. 1.45 p. m. 2.30 p. m. 3.00 p. m. 3.40 p. m. 4.30 p. m. 4.40 p. m. 5.45 p. m. 6.10 p. m. 10.10 p. m.

Extra trip Wednesday and Saturday Sunday 10.07 a. m. 12.06 p. m. 12.55 p. m. 12.45 p. m.

Holidays 10.00 a. m. 11.00 a. m. 12.00 p. m.

## A. J. LANCE, M. D.

Diseases of the Eye, Ear, Nose and Throat

CONCORD, N. H. PORTSMOUTH, N. H.

Hours 10 a. m. to 5 p. m.



